## REMARKS

Reconsideration of the present application is respectfully requested.

Claim 1 has been amended in order to clarify the invention without affecting the claim scope.

The drawing, description and claims have been amended to overcome the objections raised thereagainst.

New claim 17 represents allowable original claim 8 in independent for, although the language from the last paragraph of original claim 1 has been slightly altered.

In a preferred embodiment of the present invention, involving a traction chain for an automobile vehicle, at least two gear wheels 530/53 and 319.31 are permanently meshed with a toothed wheel 3, and a gear ration change shifter mechanism (e.g., a dog clutch 46) is provided which can be shifted between one driving position exemplified by the preferred embodiment shown in Figs. 3C and 4C, and another driving position exemplified by Figs. 3A and 4A. In the Fig. 3C-4C state, the shifter mechanism directly connects an input shaft A with one of the gear-wheels, i.e., 530/53, for rotation therewith about a common axis Y-Y. In the Fig. 3A-4A position, the shifter mechanism indirectly connects the input shaft with another gear wheel 310/31, through a mechanical transmission path 6 which establishes a gear reduction ratio different from the gear ratio established by the direct connection.

Since the connection in Figs. 3C-4C is direct, there is no ratio reduction between the input shaft and the gear-wheel 530/53. Such an arrangement wherein mutually different gear ratios are defined by a direction connection and an indirect connection, respectively, presents an advantage over prior art arrangements such as

that of Cragg, which employs two indirect connections because it is lighter in weight and more compact, thereby making it more suitable for mounting directly on a wheel mechanism.

Note that Cragg requires three parallel shafts 57, 71, 73, three sets of gears 62, 70 and 74/75, and a complicated shifter mechanism involving a movable gear carrier which carries the shafts 70 and 74/75. The presently claimed shifter mechanism which directly connects the input shaft and one of the gear-wheels for rotation therewith about a common axis of rotation, is not present in Cragg.

In light of the foregoing, it is submitted that the present application is in condition for allowance.

Respectfully submitted,

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**AMENDMENT TO THE DRAWINGS**

The attached sheet of drawing replaces the original sheet depicting Fig. 6. In Fig. 6, the English-language labels have been inserted.

Replac

ement Sheet – Fig. 6